



ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

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**Memorandum**

*October 13, 2008  
Agenda Item 4.1  
HANDOUT*

**Date:** October 10, 2008  
**To:** Plans and Programs Committee  
**From:** Matt Todd, Manager of Programming  
**Subject:** State Transportation Improvement Program (STIP) Commitments  
ACTAC Discussion

ACTAC discussed this item at their October 7<sup>th</sup> meeting. Detailed below is some of the discussion and additional information from the meeting.

**MTC Approval of Revised Resolution 3434**

**1. What is the maximum percentage of new STIP revenue the CMA should contribute to the Resolution 3434 projects in any programming cycle?**

There was much interest in this question relating to the availability of funds for other projects. The ACTAC suggested reviewing this item in regards to the amount of transit projects in the Countywide Transportation Plan (CWTP).

There was general agreement that the 50% of new STIP revenue threshold was appropriate. This compares with 56% of the revenues for transit in the CWTP (see Attachment 1). Of these funds, \$233 M is identified for Transit Capital Replacement projects. This suggests that there may be a trade off between Transit Capital Replacement and transit expansion projects in future funding cycles.

It should also be noted that the BART Warm Springs Extension (WSX) project and the AC Transit Bus Rapid Transit (BRT) project are identified as high priority projects in the CWTP. The CWTP states that high priority projects will have resources focused on the projects over the next several funding cycles to ensure delivery of these improvements.

**2. How should financing charges be addressed?**

CMA staff is going to meet with AC Transit and BART staff to gather additional project specific information on the cash flow projections of the WSX and BRT projects and discuss financing

mechanisms/strategies. Additional information should be available in the coming weeks. Additional information will be reported to the Board in December.

### 3. *Project Readiness*

There was general agreement that the project readiness criteria are appropriate.

### **Previous STIP commitments made by the ACCMA**

There was general agreement that the programming requirements criteria are appropriate.

### **Infrastructure Bond Projects**

The ACTAC discussed that an Infrastructure Bond project provide documentation on the project funding and reason for a cost increase for review and discussion prior to committing any additional funding.

## Equity

- Implementation of the improvements identified in the Community Based Transportation Plans.

## Regional Transit Expansion Program

*Forthcoming—Once MTC has completed update*

## FLEXIBILITY IN THE USE OF FUND SOURCES

As shown in Table 6.8, projects are funded from a variety of sources. Under current law and practice, the CMA determines which projects receive STIP County Share funds. While the CMA also has purview over STP/CMAQ funds, the CMA assumed that federal dollars would fund maintenance of the system and MTC's regional programs.

The ITIP, also shown as one of the Tier 1 components, is under the discretion of Caltrans and the CTC. In order to give maximum flexibility to the CMA and to stretch the STIP County Share and STP/CMAQ funds, the CMA will consider substituting funds among these sources on a case-by-case basis.

**Table 6.8—Investments by Category (\$ millions)**

CATEGORY	COUNTY SHARE OF 25-YEAR STIP	PERCENT TOTAL
→ Additional funds for transit system maintenance	273.3 *	24 ←
Freeway improvements, including HOV and local interchanges	198.9	18
Goods Movement	10.0	1
Arterial Improvements	79.6	7
→ Transit Efficiency	366.7	32 ←
TOD	159.4	14
Community Based Transportation Planning	24.9	2
Other	16.0	1
<b>Total</b>	<b>1,128.8</b>	<b>100</b>

\* Includes \$233 M of Transit Capital Replacement Projects